INDIANAPOLIS, SUNDAY MORNING, JUNE 2, 1895-SIXTEEN PAGES.

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Or let the blizzard come "blizzing" our way—
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Give us a snowstorm, so cool and so nice—
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WILL FIGHT THE BELL.

National Association of Telephone Apparatus Makers Organized.

CHICAGO, June 1 .- A secret convention of telephone apparatus makers has been in session in this city for several days. It adjourned to meet in Pittsburg in a few weeks. As a result of the conference a national organization has been formed, which will be known as the Telephone Protective Association. It is generally understood its chief mission will be to fight the Bell Telephone Company. It is asserted that \$30,000,000 invested in telephone manufacturing was represented in the convention. The following officers were elected: President, J. E. Keelyn, Western Telephone Construction Company, Chicago; first vice president, J. R. Johnson, Viaduct Manufacturing Company, Baltimore; second vice president, S. J. Turnbridge, Utica Fire Alarm Company, Utica, N. Y.; secretary, Paul W. Bossert, Minneapolis, Minn. The office of treasurer was left vacant pending another meeting, the secretary being instructed to act in that capacity temporarily. The executive committee is to be comprised of tweive members, eight of whom were elected and four more will be chosen at the next meeting. The members elected comprise the officers, ex officio, and the following: H. T. Johnson, Manhattan Electrical Supply Company, New York; P. C. Burns, American Electric Telephone Company, Kokomo, Ind.; H. C. Dodge, Standard Electric and Telephone Company, Madison, Wis.; M. O. Anthony, the Anthony Company, Cincinnati, and J. G. Ihmsen, Keystone Telephone Company, Pitts-burg. President Keelyn says an attorney was selected and instructed to be present at Boston and determine the exact post tion of the Berliner patent with respect to its effect on the telephone interests of members of the association.

OUTRAGE AND MURDER.

Woman Assaulted and Killed in a San Francisco Flat.

SAN FRANCISCO, June 1 .- Another diabolical crime, bearing some resemblance to the horrible tragedies of Emanuel Church, was unearthed this afternoon by the discovery that Miss Nellie Harrington, aged thirty-five, who occupied an upper flat at No. 1017 Ellis street, had been outraged and murdered in her bedroom. The door was locked, and the clothing and the furniture of the apartment had been set on fire. The room was ransacked and her jewelry and purse stolen. Attention was attracted by the smoke issuing from Miss Harrington's rooms. When the door was broken open, the bedding, piled in the center of the room, was on fire, and beneath the smoldering clothes was the blood-stained body of Miss Harrington. Stab wounds were found all over the unfortunate woman's body and on her face. The theory of the police is that while a thief was in the room Miss Harrington entered. The man then murdered and assaulted her, set fire to the bedding to hide his work and after looting the room. hide his work and, after looting the room, escaped, locking the door and carrying

PARKERSBURG SHAKEN. Explosion of 250 Quarts of Nitro-

glycerin-One Man Killed. PARKERSBURG, W. Va., June 1 .- Two hundres and fifty quarts of nitroglycerin

which was being taken up the Little Kanawha river by James Hines exploded tonight, immediately opposite the largest mill in the city. The employes had just quit work, but several were stunned and badly work, but several were stunned and badly cut. The man and boat were annihilated. The damage to glass and buildings in this city is large. A battery of seven boilers at the Parkersburg mill was thrown seven inches out of line. Several people were injured by falling ceilings, glass, runaways, etc. The damage to property, including mills, churches, steamboats, etc., will reach \$75,000.

GRAPHIC DESCRIPTION OF THE WRECK OF THE STEAMER COLIMA.

The Pacific Liner Sent to the Bottom by a Huge Wave, Not by Striking a Reef, as First Reported.

HEROISM OF CAPT. TAYLOR

BRAVELY STOOD AT HIS POST AND WENT DOWN WITH HIS SHIP.

Dramatically Bade Good-Bye to the World by Blowing the Steamer's Whistle-A Top-Heavy Vessel.

MAZATLAN, Mexico, June 1.-The steamer San Juan has arrived here with twenty-one passengers, picked up on Tuesday from the wrecked Colima. From them the reporter has learned some of the particulars of the dreadful disaster which happened on Monday at noon, when the Pacific Mail steamship Colima was about twenty-eight miles out of Manzanillo and ten miles from shore. All the rescued are badly bruised. They were all picked from pieces of the wreckage and rafts with the exception of A. J. Sutherland, who had clung to the boat after it had capsized five times and drowned all the other occupants. As all were affoat in the fiercest gale of the year and buffeted by the waves for twenty-four hours they are hardly yet in a condition to tell a connected story of the wreck and the experiences of their escape, but many interesting particulars have been obtained. The steamer was heavily laden, and had Went Down with the Steamer, but

large deckload of lumber. When the

storm struck her she made bad weather of it, the captain having great difficulty in keeping her head to the sea. The wind increased in fury until it is said to have been the fiercest storm known along this coast in twenty years. The sea rose rapidly, waves washed the vessel and started the deckload. As the waves rose and the storm increased the managing of the steamer became impossible. About noon her head could no longer be kept up. Once in the trough of the sea a mighty wave struck her and she was thrown on her her with such force that the steamer trembled as if she had run upon a reef. and most of the passengers thought this the cause of the shocks. This gave rise to the first reports that the ship had struck on a reef. Whether, because of the heavy deckload, the shifting of the coal and cargo, or the force of the storm, the steamer would not right herself. The passengers were pretty badly stunned by being pitched about, but rushed up on deck in a panic Here they met another danger. The gale tore part of the deckload of lumber from its fastenings and whirled the heavy planks about with appalling violence. Many people were struck and maimed. At least one passenger was killed by having his head crushed by one of the flying timbers. In their terror the passengers made a few mental notes of their surroundings at this juncture.

WENT DOWN WITH HIS SHIP. The survivors say that the officers of the steamer were brave and active. Captain Taylor stood upon the bridge, his first officer, De Griffiths, with him. At an order Griffiths rushed aft to superintend the launching of a lifeboat, No. 5. Second officer Langhorne was at the boat No. 2 and succeeded in geting it launched and filled with passengers. Then down went the ship and Langhorne's boat was capsized. All in the boat were supposed to have been drowned. Captain Taylor went down with the ship, sticking to his post As the ship pitched downward he blew three blasts of the whistle, supposedly as a signal of good-bye. Then he disappeared beneath the waves. Down went the en gineers and firemen at their posts. Freight of the final plunge.

Clerk Berry was in his room at the time Third officer Hanson was saved. As the steamer sank he cut some of the lashings of the deck lumber. Then he jumped or was thrown overboard on the weather side of the vessel and reached the deck house. This had been torn off and washed away by the great wave which threw the Colima on her beam. There Hanson clung, buf-feted for twenty-four hours. He saw men and women sink about him but was powerless to aid them. Hanson says that as the steamer foundered her boilers burst Ten other men were thrown into the sea with him. The bursting of the boilers tore off the deck and threw part of it over at least a dozen men who were struggling in the water, drowning them all. Flying debris hit others. Hanson says the deck fairly burst under his feet as he left the Two life rafts were seen to be affoat. On one were three men and on another six including J. A. Childburg, of Seattle, Wash. who seemed to have been a leader in launching the raft. Those in a position to note their surroundings saw many who clung to bits of wreckage and the lumber from the deck load. The gale caught this wreckage from the crests of the great waves and beat the struggling unfortunates with it. One man's skull was crushed by a whirling plank as he was about to clamber upon a life raft. The dash of the sea made each timber a menace as well as a hope. So the fight for life began. There was no hope for women and children and small chances for men in such a storm. Many of the women and children must have remained in their cabins. The nude bodies of the stewardess and two other women came floating by the deck house some time after the steamer sank. All were dead and the sight was so distressing that officer Hanson and the others on the deck house pushed the bodies away with pleces of

FRIGHTFUL EXPERIENCES. Prof. Harold Whiting, of the University of California, made a heroic effort to save his wife and four children and the nurse. He got into a boat in which A. J. Sutherland and others were. The boat was soon swamped. Then it was righted after being overturned. The women were soon drowned despite all efforts to save them. Some At last only Sutherland was left. He boat serving as a protecting shield. Air came to him through the broken sides of the boat. Sutherland says he was on the weather side of the steamer when she went on her beam ends, but slid over to the lee side and fell into a boat. As the steamer went down a mast or part of the rigging took the boat under water. When into it again. Then he picked up Prof. Whiting. Mrs. C. Irving and another lady supposed to be Mrs. Whiting. Almost immediately the boat capsized, and, as has been reported, went over no less than five times, drowning Prof. Whiting and the two women. Then it was that Sutherland came up under the boat and remained there protected, as he tells, from the floating

The survivors drifted about for twenty-four hours in what Captain Pitts, of the San Juan, says was the hardest storm experienced on the coast in twenty years. Of course, none but the stoutest could surof course, none but the stoutest could survive. The weaker ones succumbed from hour to hour. Many of those saved were badly hurt by the wreckage and lumber. Among the worst injured was young C. S. Cutting, jr., of Oakland. He and another man floated about on an improvised raft, but his heather was drawned. but his brother was drowned. His injuries were severe. Some of the others are in a pitiable condition. The appearance of the pitiable condition. The appearance of the San Juan kept up the spirits of those who were ready to give up the unequal struggle as hopeless. The first indication of a disaster came to the first officer of the San Juan, who noticed a large quantity of wreckage and reported the probability of a disaster during the storm. Captain Pitts immediately sent men aloft and soon some of the survivors were sighted. All the

twenty-one picked up were found within a radius of two or three miles. The Colima is in six hundred fathoms of water. The location where she went down is given as 18 degrees 28 m. latitude, longitude 104 degrees 14 m. west. Though the direct cause of the disaster was the tremendous

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HOW IT STANDS ON SILVER, TARIFF AND INCOME-TAX QUESTIONS.

sea and the fearful gale, it is generally believed that the Colima was badly overloaded. She refused three lighters' freight here, having already all she could carry. It is supposed that at Manzanillo she discharged some of her freight, but she also transferred some to the deck from the hold making her top-heavy and unable to Silver Monometallism and Central hold, making her top-heavy and unable to withstand the heavy head wind and cross sea. Then, too, it is thought the cargo was badly stowed, and that it shifted as soon

BUSHNELL ACCEPTS

as the steamer began to heel over again. It is estimated that within three minutes

of the time Captain Taylor gave his fare-well blasts of the whistle the steamer had entirely disappeared. All the passengers praise the captain for his coolness and

heroism. The last they saw of him he stood at his post, the waves and wind dashing and washing debris all about him.

The wall of that whistle will sound through

their dreams for years to come. Captain Pitts, of the San Juan, put look-outs in the mastheads and cruised through

sengers, Fred Johnson, seaman, and Rob-ert Gonzales, mess boy. They were thirty-three hours on a little raft without food

or water. They saw the San Juan, but were not seen by the lookouts. Captain

Pitts was first attracted by seeing the sea

covered with wreckage, in which were found the survivors, all of whom were

nearly naked. Their account was heart-

rending. Every attention was given them.

with the disaster is the fact that Professor

Whiting, before starting with his family

on the Colima, drew up two wills. In one

he provided that in case the steamer went

down and he was drowned his estate should

revert to the surviving members of his family. In the other he provided that in event of the death of his entire family his property should revert to his surviving relatives in the East. After executing the two wills, and but a few days before start-

ing on his sea voyage, the Professor mailed

the testaments to attorney Brewster, of Cambridge, who was roommate at Harvard with both Professors Whiting and Strong-

MR. THORNTON'S STORY.

CITY OF MEXICO, June 1.-John M.

Thornton, a railroad contractor, and one

of the survivors of the Colima wreck, gives

the following account of the disaster and

"After leaving the harbor of Manzanillo,

on Saturday afternoon, we encountered a

heavy sea and head winds, which continued

all night. The passengers, of whom there

were fifty-six, including children and serv-

ants, first class, and about eighty second

class, were inside. During the night the

steamer continued on her course with only

speed enough to give her steerage way.

Shortly after daylight on the morning of

the 27th I was on deck and the mountains

at the entrance to the harbor of Manzan-

illo bay were still in sight. About 10

o'clock next morning the storm reached its

height and the wind was blowing a gale

and the waves running mountain

"As soon as I was outside I forced open

the window of my sister-in-law's room and

found her and her maid together with life-

preservers on. I told her to give me her

hand and I would help her out, but before

I could touch her a great wave struck

the ship. A huge wave washed over me,

and I noticed four or five men on the up-

per deck above me, but when I could again look, perhaps ten seconds later, not a soul

was in sight, and then everything under

me appeared to melt away, and I supposed

that was when the ship went down. What

remember next was that I was going

down, down, until I thought I would never

within fifteen or twenty feet of a little raft

with two men on it. I got close enough to

reach a rope they threw me and they pulled

me aboard. Then we helped aboard a Span-

more there were seven on the raft. Within

lifty or sixty feet of us was another life-

boat with eight persons, among them Isaac

Childberg, and closer to us was a life-boat

full of water and without oars, with two

men and two women clinging to it. There

Our raft turned over four times. The

first time the woman was lost, but gen-

The fourth time the raft turned over I was

thrown thirty or forty feet away and could

not get on it again, but I could see that

there were three or four men on it. I then

got hold of a couple of pieces of scantling and floated with one under each arm until

about 4 o'clock, when I found heavier

pieces of timber, which I lashed together

with strips torn from a piliow case I had

found floating. On this I managed to set astride until the lifeboats and rafts had drifted out of sight of where I was, but I

wreckage, and, besides, there was, about four hundred feet away, a large piece of deck about ten by forty feet,

two hours' hard work I succeeded in reaching it, but the men would not al-

low me to go aboard, saying they had

nough passengers for the size of their craft.

I had in the meantime come across a sailor on a small piece of deck, who, like myself, was intent on passing the night on a larger raft, and, as he could not do this, he proposed that we should lash his raft to another

of equal size that was floating near by,

This sailor was named Ross, and appeared

to be a man of good sense and lots of grit.

He was badly hurt on the head from being

struck with wreckage, and was afraid that with the sun of the following day he might

go crazy. He criticised the manager who shipped the cargo and the fact that the life-

boats and rafts had not been gotten ready.

got hold of an orange, of which I took

a suck, saving the rest for future use,

and Ross got a turnip, which he he said he would save for breakfast and which he put in a sack he tied about his

body. Ross proposed that one should watch while the other slept, but as the waves covered us to the necks, it was out of the

question. In the morning Ross put his hand in the sack to bring out his breakfast, and exclaimed in most tragic tones: 'My

God, I have lost the turnip, so he went without breakfast. On Monday evening, I could see the shore line distinctly, and in the morning we had drifted so far the land did not look more than ten miles away.

and we began to paddle for it. Half a mile distant we had made out a piece of deck with three or four men on it. After paddling

with three or four men on it. After paddling about two hours we saw the smoke of a steamer which proved to be the San Juan. We made signals with the sack and about 10 o'clock were picked up by the lifeboats. We were twenty-two hours in water. The boat, before reaching us, had already picked up two survivors, badly hurt, and before we reached the ship rescued two more. I saw three women, but no children. When I got aboard the San Juan I broke down and went to bed in the purser's cabin. After the

went to bed in the purser's cabin. After the vessel sank we had about an hour of heavy, driving rain, and the water at night was very chilly. As far as I know there was

no orders given to get ready the lifeboats and rafts or for the passengers to put on life preservers, and in this particular all survivors I have spoken to agree with me."

Big Steamship Stranded.

this city this evening of the stranding and

probable total loss in the Straits of Magel-

lan of the huge American steamship Fashte-

naw, Captain Holmes, which sailed from

this port on April 10 for San Francisco

with a cargo of coal and general mer-chandise. The cablegram announcing the

(Continued on Second Page.)

PHILADELPHIA, June 1.-News reached

was another boat hull up with men cling-

iard and a woman, and within a

wreckage and lumber I was myself

stop. When I came to the surface through

high. About this time the

A peculiar circumstance in connection

States for Bimetallism.

HE WILL MAKE THE RACE FOR GOV-ERNOR IN THE BUCKEYE STATE.

and around the floating debris for hours, and then continued his trip, calling here and leaving four of the passengers from the wreck. Five more survivors drifted ashore at Coapuayana, sixty miles south from here, They are J. E. Chilburg, Louis H. Peters and Enrique Viter, cabin passengers Fred Johnson seeman, and Rob-His Speech to the Notification Committee-Senator Sherman Replies to Mr. Hill's Criticism.

NEW YORK, June 1 .- The World tomorrow will publish a telegraphic poil of the next Congress, as far as obtainable, on the silver, tariff and income tax questions. The World sums up the result as

"in a general way it may be said that out of 116 members who gave unequivocal qualifiedly in favor of free coinage, 44 tavor bimetallism generally, with the proviso of an international agreement. Only 17 can fairly be classed as favoring a single gold standard, and the attitude of some of these even is not definite. The South and far Western States are almost unanimous for free coinage; the Central States lean towards silver, with international bimetallic qualifications, and it is only in New York, New England and adjacent Eastern States that there are any avowedly gold standard men.

"In regard to the tariff, only 28 members are against all change, while 25 favor moderate changes, and 38 are pronounced for radical changes. A rew are free traders. The moderates are chiefly those who think changes will be necessary in order to increase revenues. many sharp and piquant answers. Fortynine Congressmen say they favor the principle of the tax. Forty-seven oppose it. A great many evaded the question or falled to answer it.

"A few details of States will be in er-esting. Arkansas, Alabama, California, Colorado, Florida, Idaho, Mississippi, Montana, Nevada, North Carolina, South Carolina, South Dakota, Virginia, Washington and Wyoming are solid for silver, so far as heard from. The bimetallists are chiefly Iowa, Kansas, Louisiana, Michigan, Minneasota, Missouri, Nebraska, Ohio, Pennsylvania and West Virginia. New York New Jersey, Pennsylvania. Rhode Island, Massachusetts and Vermont have the gold edvocates. Alabama, Arkansas, Texas, the Carolinas, Georgia, Louisiana and most of the other Southern States are solid for the income tax. New York and the East generally oppose it. Elsewhere the division

BUSHNELL NOTIFIED.

The General Has Accepted the Nom-

ination for Governor. seemed to be in the trough of the SPRINGFIELD, O., June 1 .- The comsea, the waves, one after another, striking mittee appointed at the Zanesville convenher on the port side and keeling her over to tion last Wednesday to formally notify starboard. Every time she lifted she Gen. Asa E. Bushnell of his nomination seemed to rock less and less. I had a statefor Governor, performed that duty to-day room on the main deck, well aft, and on the at his residence. General Grosvenor, of port side, opening on the deck. My sister-Athers, chairman of the committee, made in-law had the second one forward, opening the speech of notification, to which General into an interior passage which connected Bushness responded. Congressmen George with Mrs. Thornton's. About 11 o'clock the W. Wilson, of London; Stephen R. Harris, storm seemed at its worst, and the ship of Bucyrus; D. K. Watson, of Columbus; was lying over to starboard, and I left the Hon, E. W. Poe, of Columbus; editor C. deck and stood in the passageway talking to Mrs. Thornton. The deck seemed to have an inclination of about forty-five degrees, P. Taft, of the Cincinnati Times-Star, and Mayor Guy G. Major, of Toledo, also made speeches. Among the others present were and wave after wave washed over the deck. W. D. Gilbert, the nominee for Auditor of State; J. C. Talman, of Batavia, member flooding the state rooms to a depth of two or three inches. A heavy sea broke over the of the Republican State central commit-tee; W. S. Cappellar, of the Mansfield News, ship's bow, crushing through the main saloon and starboard cabin and wrecking them and the members of the committee of notias though they were made of cardboard. Then I, with some difficulty, opened the door flation, consisting of one from each of the above me, for the ship was now lying nearly

twenty-one congressional districts. General Bushnell said in response to Chairman Grosvenor's speech of notification: "I thank you for the complimentary manner in which you have informed me of my nomination for the high office of Governor. I am deeply sensible of the distinguished honor which has been conferred upon me and appreciate the responsibilities that must be assumed in accepting the same. On so safe a platform, I accept the nomination, and beg you, as the repre-sentatives of the party, to receive my thanks. There having been complaint that the burdens of taxation are unequally distributed, I will do all in my power to correct whatever evils there may be in our present system of taxes and to secure such other relief to the people as may be found At noon the members of the committee

were banqueted by General Bushnell. When the notification speeches were made at General Bushnell's residence, at 3 p. m. Mrs. Bushnell, Mrs. J. F. McGrew, daughter of the General, and other ladies were present. The occasion attracted almost as many correspondents as the convention and an unusual number of those who would accept appointments and wanted to get acquainted early in the race.

SHERMAN TALKS BACK.

He Says Senator Hill Is Displaying His Ignorance.

MANSFIELD, O., June 1 .- Senator Sherman, in reply to a query to-night as to whether he had read Senator Hill's criticism of his Zanesville speech, said that he had, but that Senator Hill's remarks would indicate that he had not read the speech Senator, "we have declared that we are in favor of both gold and silver, main-tained at par with each other. To the extent that we can maintain the silver at par with gold we coin it at the present rate. We buy the silver at its market value and coin it at the legal ratio, but we maintain it by receiving it and paying it out as the "Is there anything in this to degrade our dollar standards, as Senator Hill savs." "It does not degrade it. The whole of

our policy is to maintain the two metais at par with each other."
"What about Senator Hill's sarcastic reference to our silver dollars and greenback dollars being exportable? 'Mr. Hill only displays his ignorance when he says that our silver money and all other

forms of money are not receivable in England at the value we put upon it, because we receive it and they can send it back on the steamer at a triffing cost and can use it in payment instead of gold. They can present silver certificates and we receive them the same as gold in payments of duties and otherwise. If we refuse to receive them on a parity with all other money we would at once be on the standard of silver." Dubois Wants a Silver President. WASHINGTON, June 1 .- Senator Dubois,

of Idaho, is back from a visit to his home. In view of his prominence among the silver Republicans of the Senate he was asked to-day what silver legislation would be enacted by the next Congres, "There will be no silver legislation whatever," said he, "it would be utterly useless to pass a silver bill and then have the President veto it. There is no need of passing a silver bill until we have a silver President and in my judgment, we will have such a President in 1896." Mr. Dubois was reminded of

Mr. Dubois was reminded of the silver agitation throughout the country and the general impression that the next Congress would de something. He said this sentiment was particularly active in Idaho, and the people talked little else than silver. But notwithstanding the general idea that some affirmative action would be taken by Congress he felt certain that it would be recognized as fruitless to agitate Congress and pass a bill that would be doomed in advance to a veto from Mr. Cleveland. advance to a veto from Mr. Cleveland. Voorhees and Turple Will Be There,

MEMPHIS, Tenn., June 1 .- The Central Bimetallic League of Tennessee has sent a letter to the Democratic convention of Illinois, which will meet in Springfield next week, asking that the convention, as a body, recognize the Memphis conference of silver advocates, to be held June 12. and send a delegation. The following prominent free-silver advocates have accepted invitations to attend the convention: W. H. Harvey, of Chicago, author of "Coin's Finarcial School:" Senators Blanchard of Louisiana, Stewart of Nevada, George

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TWENTY-SIXTH ANNUAL STATEMENT, JAN. 1, 1895: Assets......\$1,416,720.14 Liabilities 520,040.39 Surplus to policy-holders..... \$896,679.75

Surplus beyond capital and all other liabilities...... \$521,679.75 Increase in net surplus.....

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